Technical Report SP90-05

CENTRAL AREA RESIDENT TRAVEL SURVEY

Strategic Planning Department

June, 1990

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INTRODUCTION

The purpose of this survey is to explore the travel behavior and preferences of persons who reside in downtown Chicago. This population is of particular interest because it represents a new, rapidly growing transit market that has not been studied relative to transit issues until recently.*

According to the City Department of Planning, more than 21,000 residential units opened during the past decade (projected through end of 1990). This translates into a gross annual housing production of 1,750 units. By the end of 1990, the downtown housing stock will stand at more than 66,400 units, a 36 percent increase since 1980. By contrast, the downtown residential stock grew by only 2.5 percent - 1,684 units - between 1970 and 1980.

Studios and one-bedroom units comprise 73 percent of the total downtown residential supply. Seventy percent of these units are rentals.

METHODOLOGY

In order to obtain desired travel behavior data, a 6-page mail-back questionnaire (Attachment A) was designed in cooperation with Simmons Market Research of Tampa, Florida. Four thousand surveys were distributed among 13 Central Area residential complexes (see Figure 1). For purposes of this study, this area is bounded by Roosevelt Road, Halsted St., North Ave. and Lake Michigan. Various distribution arrangements were worked out with individual building managers. A dollar bill and a postage-paid return envelope were included with each questionnaire to maximize response rates.

In general, buildings were selected with a view toward even dispersal throughout the area. Five sub-areas are distinguished: East Side, LaSalle/Division, Streeterville, South Loop, and Presidential Towers.

The survey response rate was quite high, about 45 percent overall, and the survey did yield the basic origin/destination travel data desired relative to the most important trip type for most people, the work trip. Table 1 summarizes the survey return results. In general, surveys were initially distributed to every third or fourth apartment in each complex.

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* The Chicago Area Transportation Study has also surveyed Central Area residents; see CATS Household Travel Survey: Documentation for the Chicago Central Business District, September, 1989.

Figure 1
Residential Developments included in survey

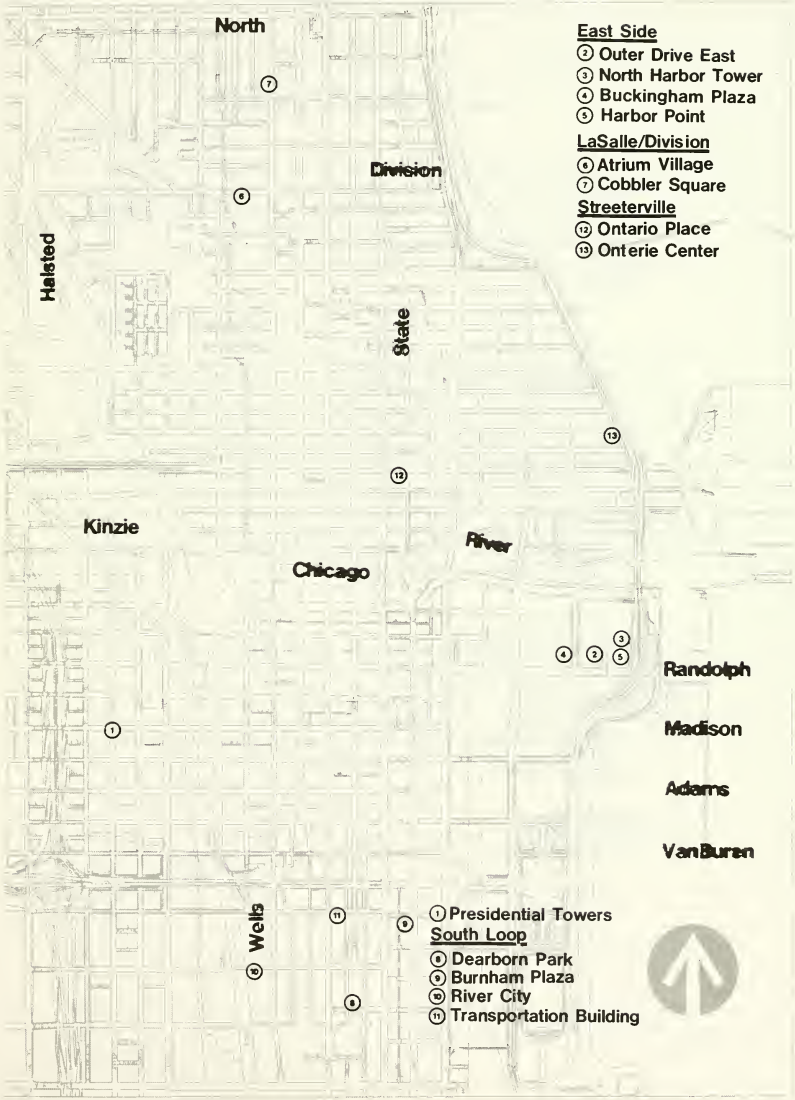

TABLE 1

SURVEY DISTRIBUTION AND RESPONSE RATES

Residential Development	Surveys Distributed	Returns	
		Number	Percent
East Side			
Harbor Point	311	148	47.6%
Outer Drive East	343	164	47.8
Buckingham Plaza	159	84	52.8
North Harbor Tower	241	104	43.1
Presidential Towers	950	361	38.0
South Loop			
Dearborn Park	419	241	57.5
Burnham Plaza	125	52	41.6
River City	226	95	42.0
Transportation Bldg.	150	56	37.3
LaSalle/Division			
Atrium Village	300	110	36.7
Cobbler Square	268	140	52.1
Streeterville			
Ontario Place	250	95	38.0
Onterie Center	258	135	52.3
TOTAL DISTRIBUTED	4,000	1,797	44.9

DEMOGRAPHIC PROFILES

The survey collected demographic data on five factors of primary interest; age of respondent, income, household size, household composition and race. Table 2 summarizes these data for the 5 sub-areas.

Household size

As would be expected, given the predominance of studio and one-bedroom units, household size was small, with an overall mean of 1.5 persons. Buckingham Plaza had the highest mean household size at 1.96 persons, followed by Atrium Village and Dearborn Park at 1.84 and 1.72 respectively. Ontario Place had the smallest household size of 1.21.

Household Composition

Of 1,797 households responding, only 123 or 6.8 percent reported having children 17 or under. More than half these households were in Dearborn Park, Atrium village or Buckingham Plaza. In the first two cases, this is to be expected, given their unusual configurations including low-rise and/or townhouse units. The presence of Buckingham Plaza, a high-rise apartment tower, in the top three in household size and presence of children is surprising, although the mean is still less than two persons per unit. Outer Drive East had the highest proportion of residents aged 35 or over (85%), followed by Harbor Point (76%) and Buckingham Plaza (74%).

Income

Median household income for the sample was $45,150, a particularly impressive figure given the small household sizes. Highest median was Buckingham Plaza at $72,900, with 65.5 percent earning $70,000 or more. Almost 10 percent of respondents had household incomes of $20,000 or less, mostly reflecting instances where some developers are required to set aside a percentage of units for rent-subsidized tenants as a condition for getting government financing assistance.

Atrium Village had the lowest median income at $21,700 (a special case to be discussed later) followed by Burnham Plaza at $36,250.

Race

Overall the sample was 82.6 percent white, 11.4 percent black, 2.7 percent Asian and 1.3 percent Hispanic.

The only building deviating markedly was Burnham Plaza with 44.2 percent black respondents, 51.9 percent white. This building serves as a good example of a well balanced, racially mixed development.

TABLE 2. DEMOGRAPHIC PROFILES FOR RESIDENTIAL SUB-AREAS

	Total Sample	Pres. Towers	South Loop	East Side	LaSalle/ Division	Streeterville
Mean Hsehld Size	1.50	1.29	1.57	1.64	1.59	1.29
Hsehld Comp.						
Total Hsehlds	1,797	361	444	515	250	230
Children under 17	190	14	85	45	26	8
Children per Hsehld	0.11	0.04	0.19	0.09	0.10	0.03
Median Hsehld Income	45,150	42,100	44,353	53,967	32,535	45,205
Income Dist.						
Under 20,000	9.9	6.9	4.8	9.2	24.9	16.1
20,000-30,000	15.1	16.1	15.9	12.9	19.8	12.7
30,000-40,000	16.1	21.6	22.2	9.3	14.7	12.6
40,000-50,000	12.7	13.9	16.4	9.3	13.1	12.0
50,000-70,000	16.0	16.1	16.9	13.5	17.0	15.7
70,000+	25.5	20.5	19.5	41.9	7.2	26.3
Race: Hispanic	1.3	2.2	0.8	0.9	1.2	1.7
Black	11.4	5.3	21.8	8.5	19.6	8.5
Asian	2.7	1.4	2.5	2.8	1.3	1.8
White	82.6	89.5	73.6	86.7	76.3	86.0
Other	0.8	0.3	1.0	1.5	0.5	0.4
Median Age	36.2	33.6	34.6	44.3	33.1	36.6
Age Dist: 12-17	0.2	0.3	0.4	2.3	0.0	0.0
18-34	47.2	62.3	52.3	30.4	60.4	50.5
35-49	29.2	26.0	35.0	28.6	22.2	28.0
50-64	14.4	9.4	10.3	25.6	8.5	9.5
65+	8.2	1.4	2.0	6.2	8.1	11.7

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Age

The age asked for was the age of the respondent who, according to the instructions, should have been the household member "age 12 or over whose birthday will come next", not necessarily the head of household. The median age reported was 36.2 years.

The highest median age reported was 52.4 for Outer Drive East, which, perhaps coincidentally, is also by far the oldest building of those surveyed. Twenty-eight percent were over 65 years old. The lowest median age was 29.4 years for Cobbler Square, followed by River City (30.5 years) and the Transportation Building (32.4 years).

TRAVEL BEHAVIOR

Although, as will be noted later in this report, there are some interesting anomalies in the data, in general survey results tend to confirm the locally-oriented travel behavior of downtown residents, namely:

1) People who live downtown tend to work downtown. Of all respondents, 68.7 percent said their work locations were in the downtown zip codes of 60601 through 60607, 60610 or 60611.

2) Downtown residents take advantage of their proximity to work, with walking being the leading work trip mode at 38.7 percent. Drive own car and ride CTA are tied for second place at 23 percent.

3) Even when considering only Central Area zip codes, there is a strong tendency to work close to home, with the home zip code of each building usually ranking first or second in percentage of work locations. Percentages drop off sharply with additional trip distances of only a few blocks.

Geographic Distribution of Work Trips

As a first step in analyzing the data, 14 maps were prepared (Figures 3-16). Figure 2 depicts Central Area Zip Code boundaries, while Figure 3 shows the location of each of the 13 buildings surveyed, and the percentage of all persons who work outside their homes who have work locations in downtown zip codes.

It is somewhat surprising that the zip code with the highest concentration of work locations is 60606, extending westward from Wells Street between Kinzie and Van Buren. It should be noted that this zip includes Presidential Towers with, by far, the highest absolute number of respondents of any building.

Figure 2
Central Area Zip Code Boundaries

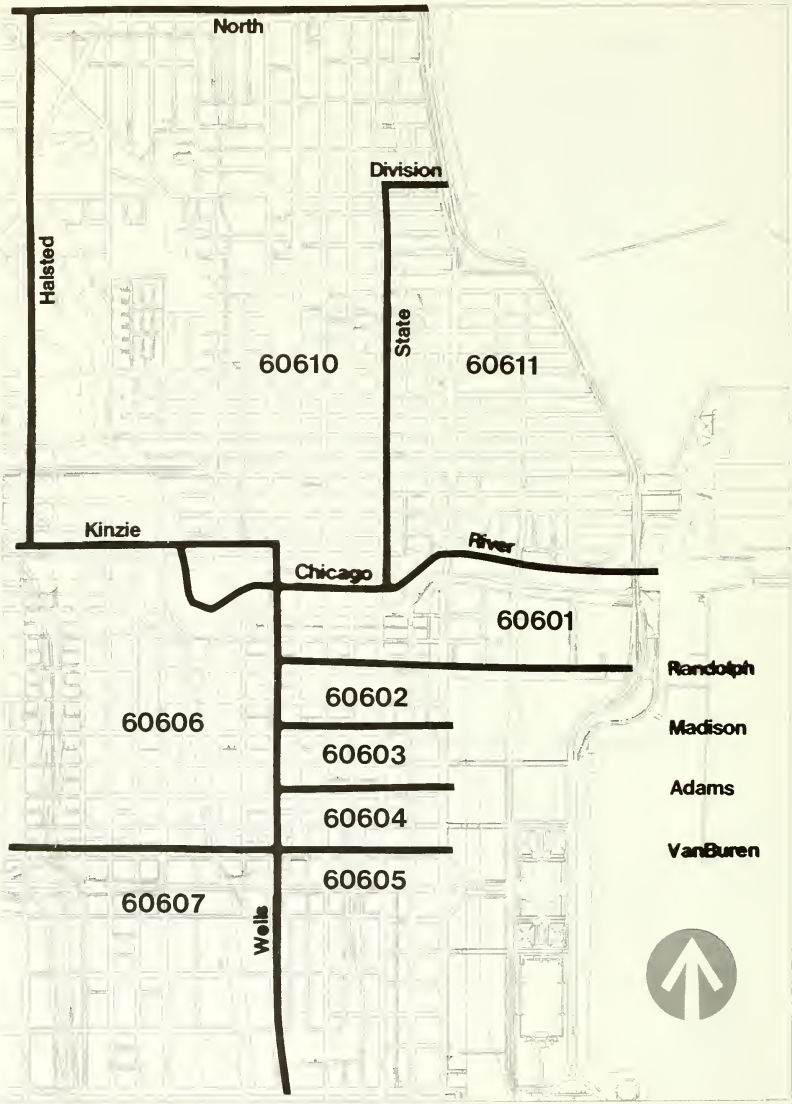
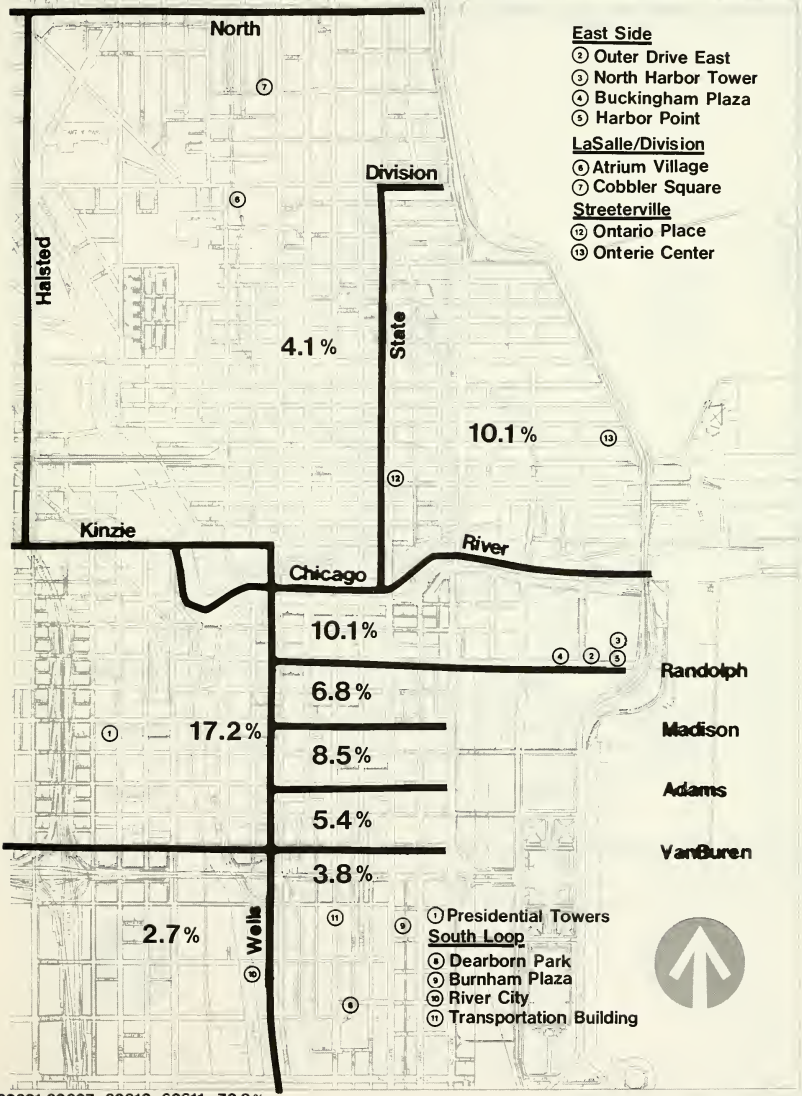
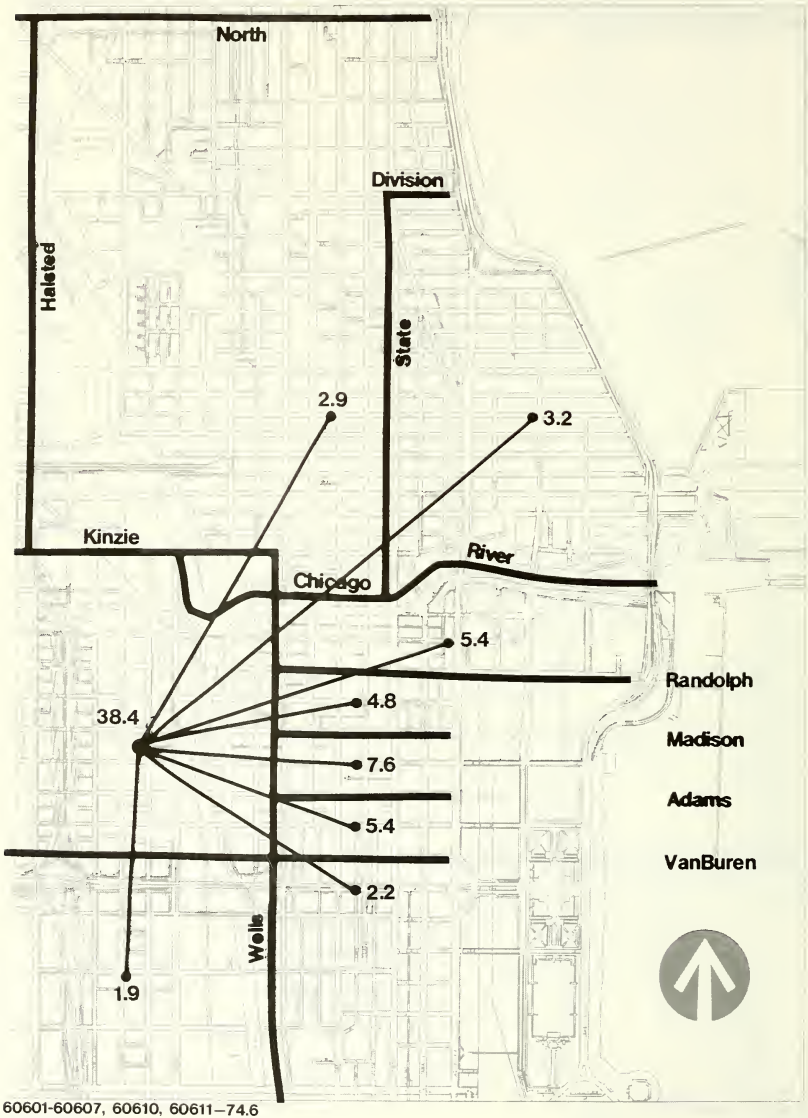


Figure 3
Percent of survey respondents working in Central Area



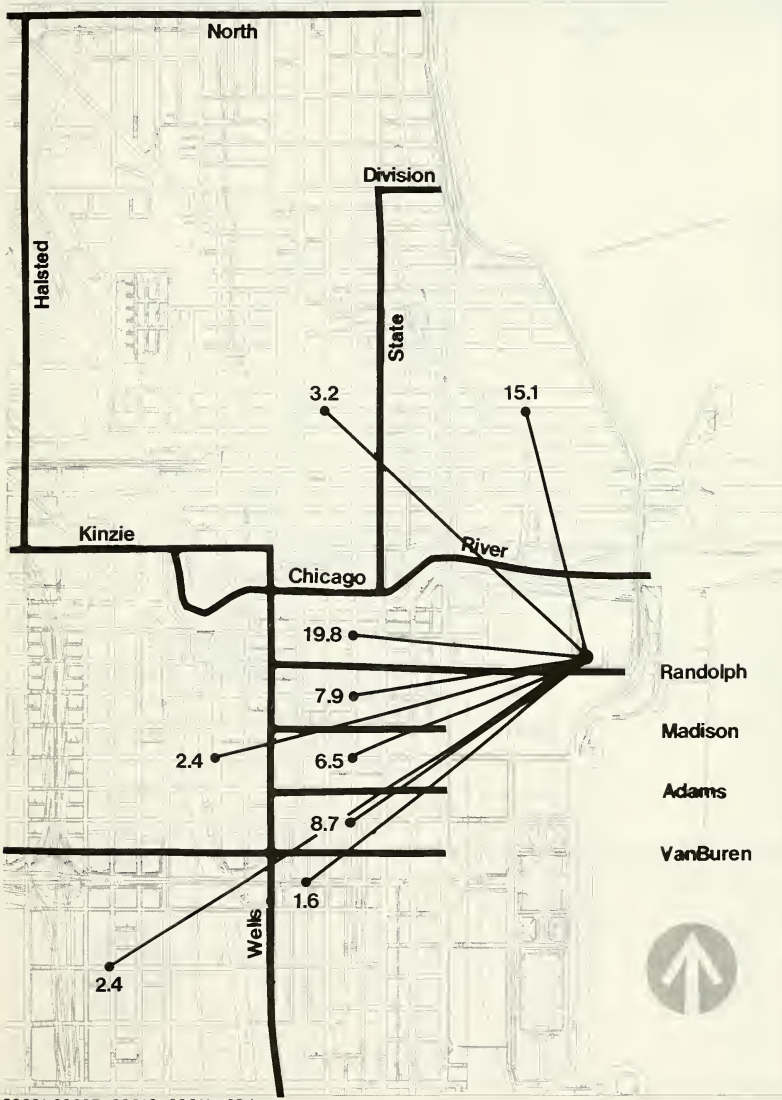
60601-60607, 60610, 60611—70.8%
All Other Zips —25.4%
No Answer — 3.8%

Figure 4
Central area work locations: Presidential Towers



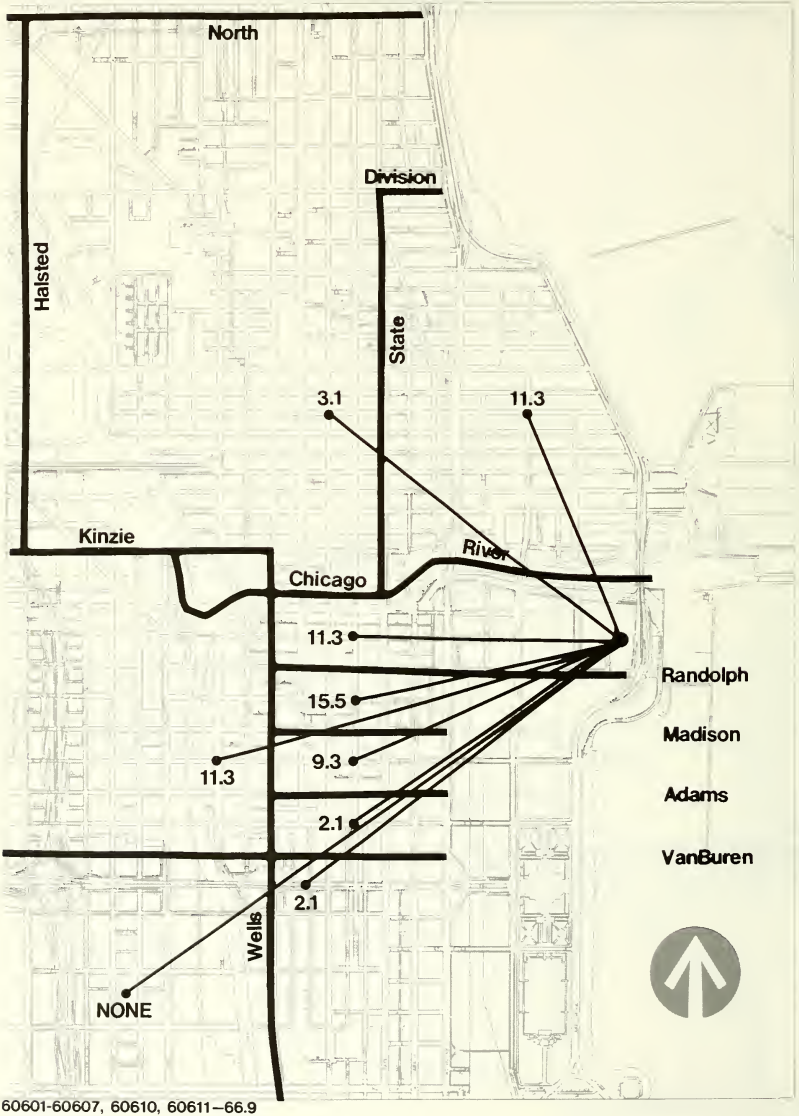
60601-60607, 60610, 60611—74.6
All Other Zips —22.2
No Answer — 3.2

Figure 5
Central area work locations: Outer Drive East



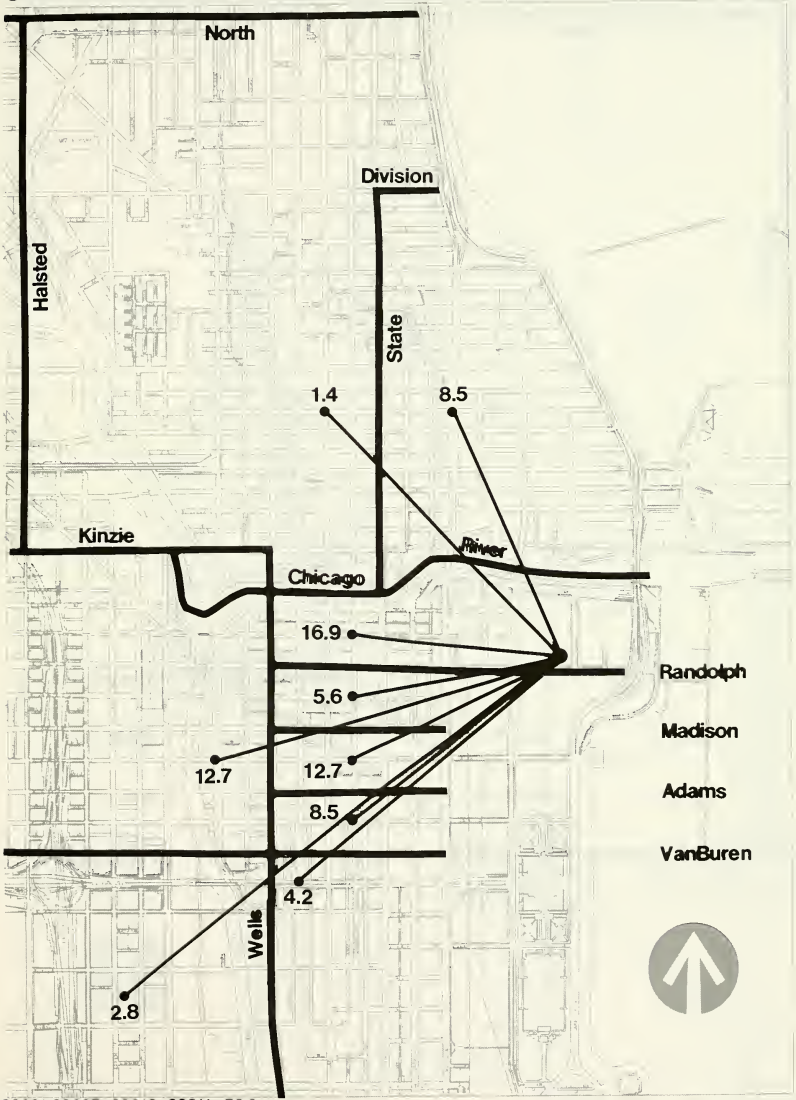
60601-60607, 60610, 60611—68.1
All Other Zips —31.1
No Answer —0.8

Figure 6
Central area work locations: North Harbor Tower



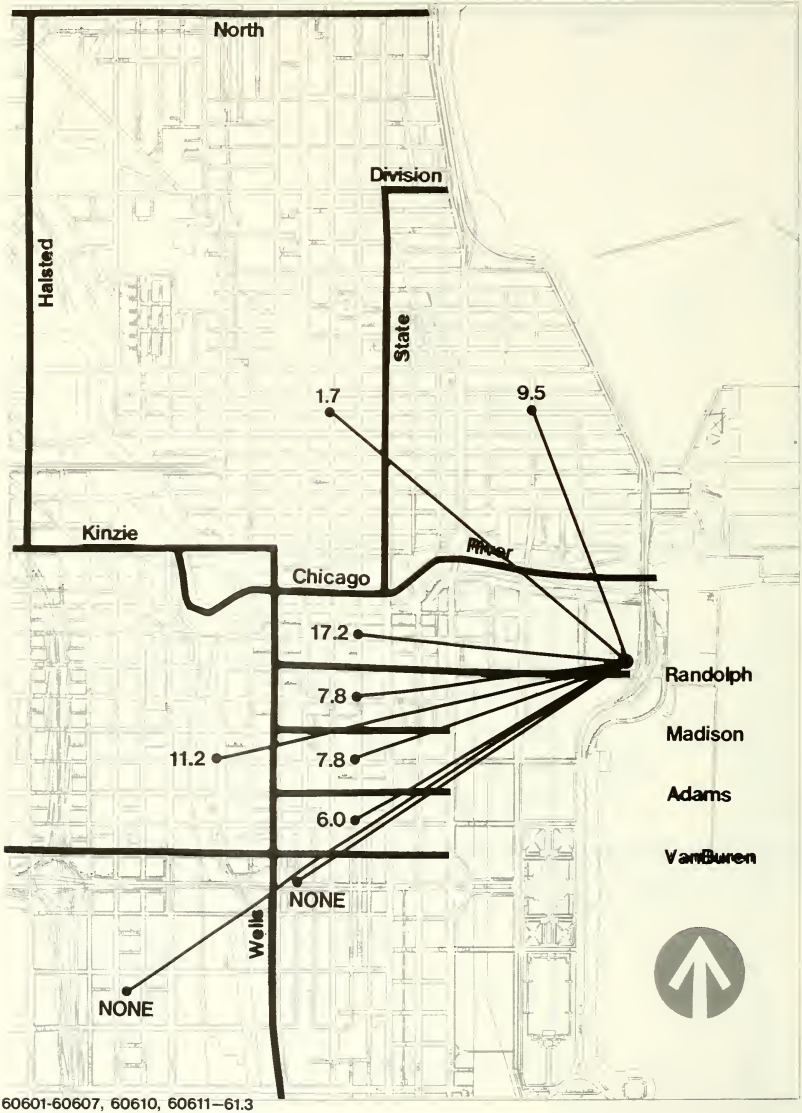
60601-60607, 60610, 60611	66.9
All Other Zips	29.0
No Answer	4.1

Figure 7
Central area work locations: Buckingham Plaza



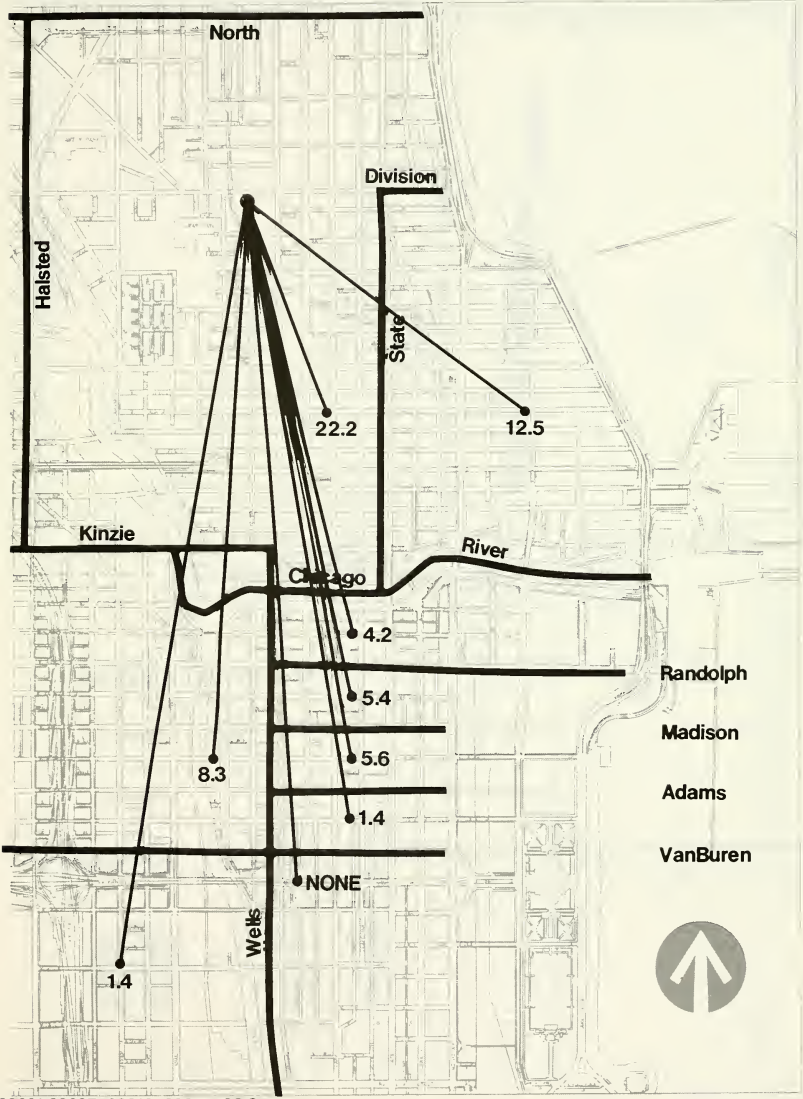
60601-60607, 60610, 60611	73.2
All Other Zips	24.0
No Answer	2.8

Figure 8
Central area work locations: Harbor Point



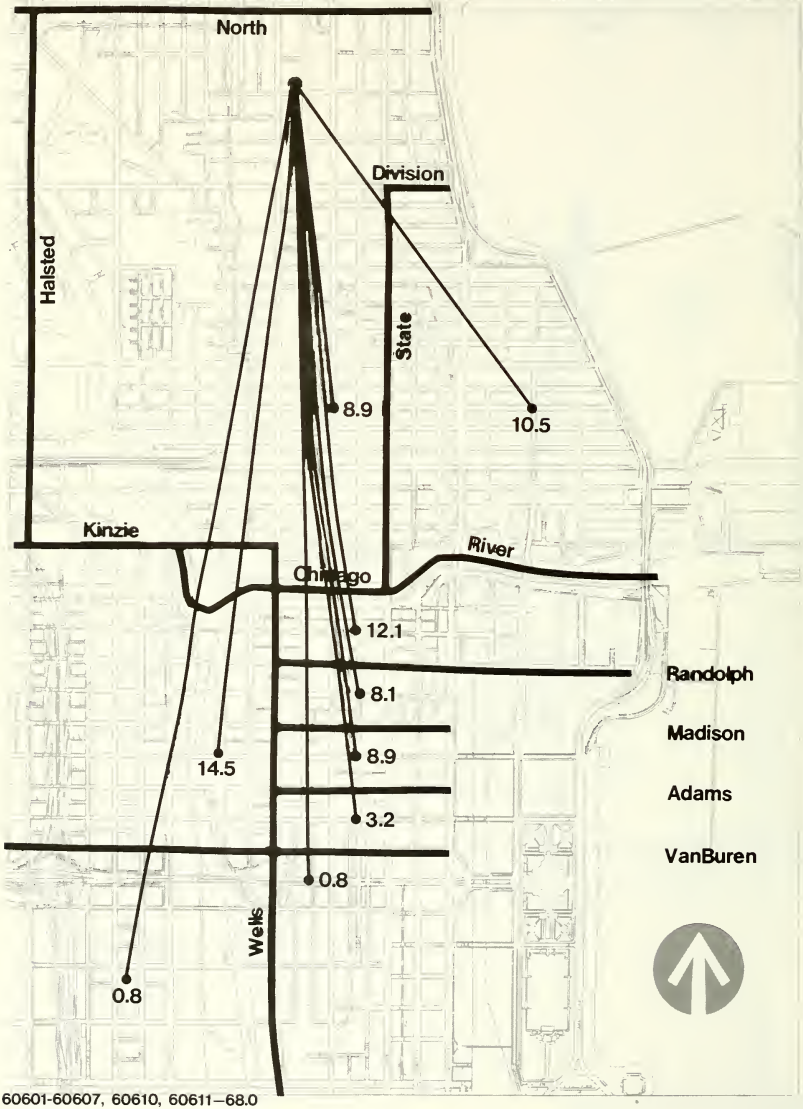
60601-60607, 60610, 60611—61.3
All Other Zips —33.5
No Answer — 5.2

Figure 9
Central area work locations: Atrium Village



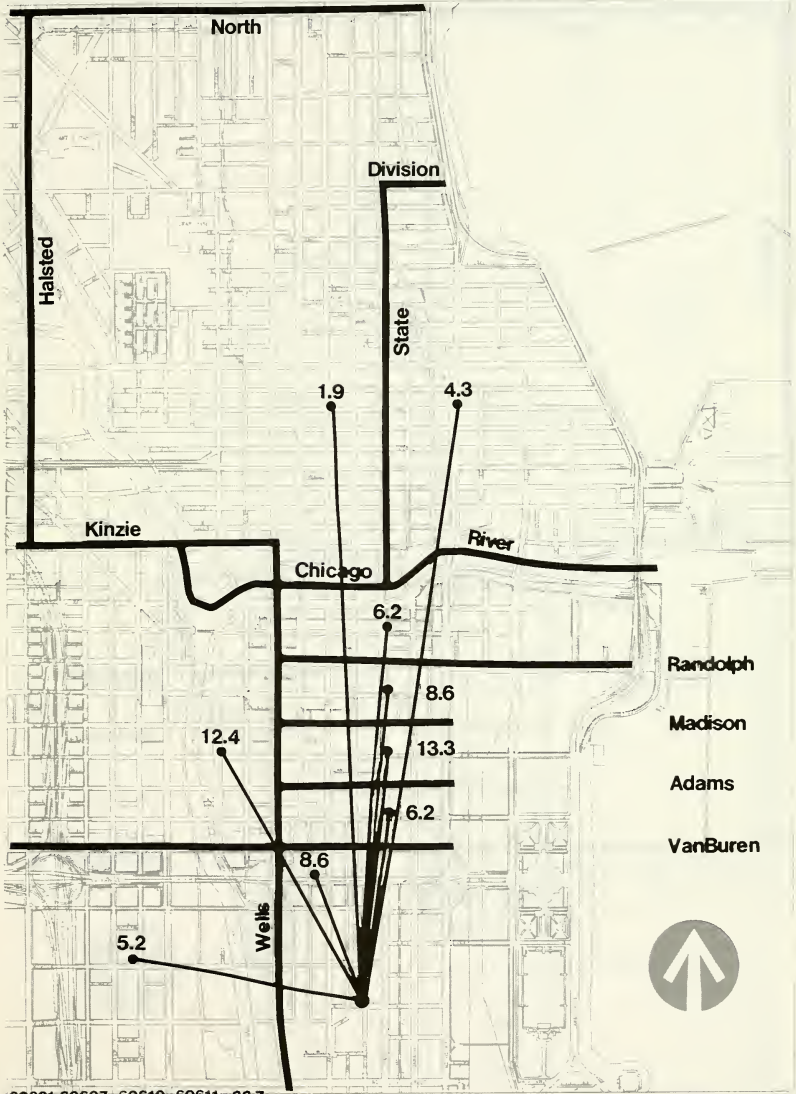
60601-60607, 60610, 60611—68.2
All Other Zips —28.0
No Answer — 3.8

Figure 10
Central area work locations: Cobbler Square



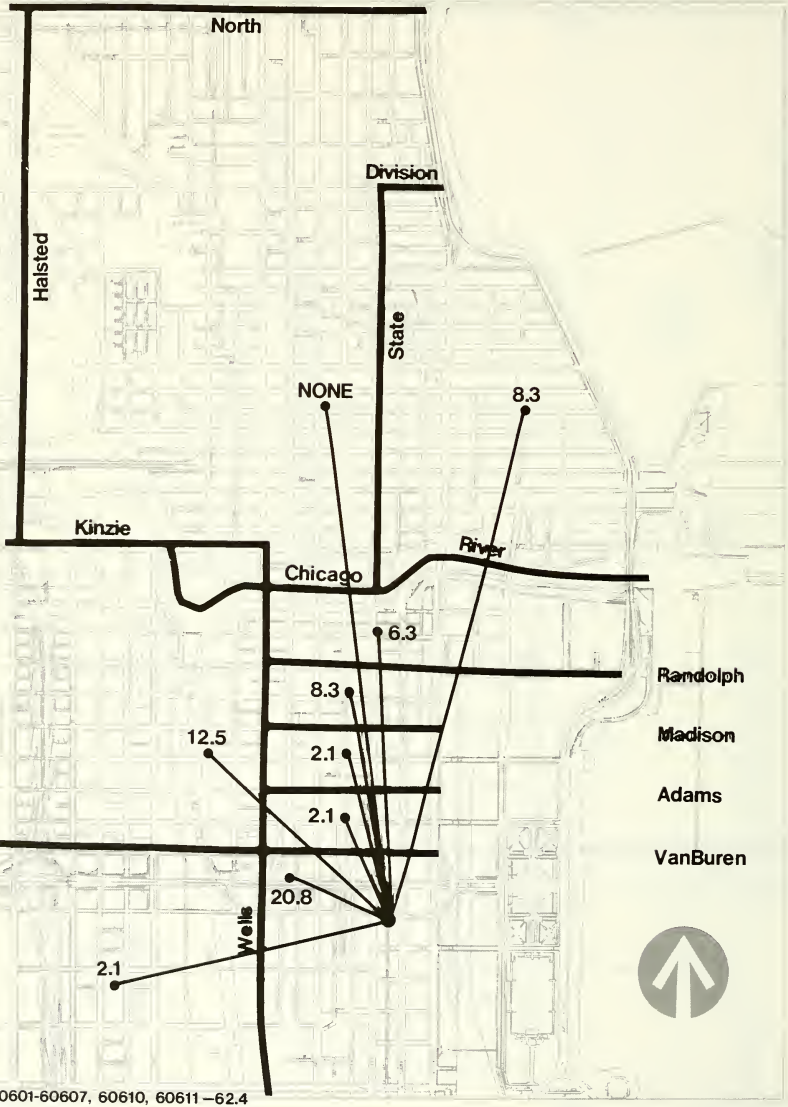
60601-60607, 60610, 60611—68.0
All Other Zips —26.4
No Answer — 5.6

Figure 11
Central area work locations: Dearborn Park



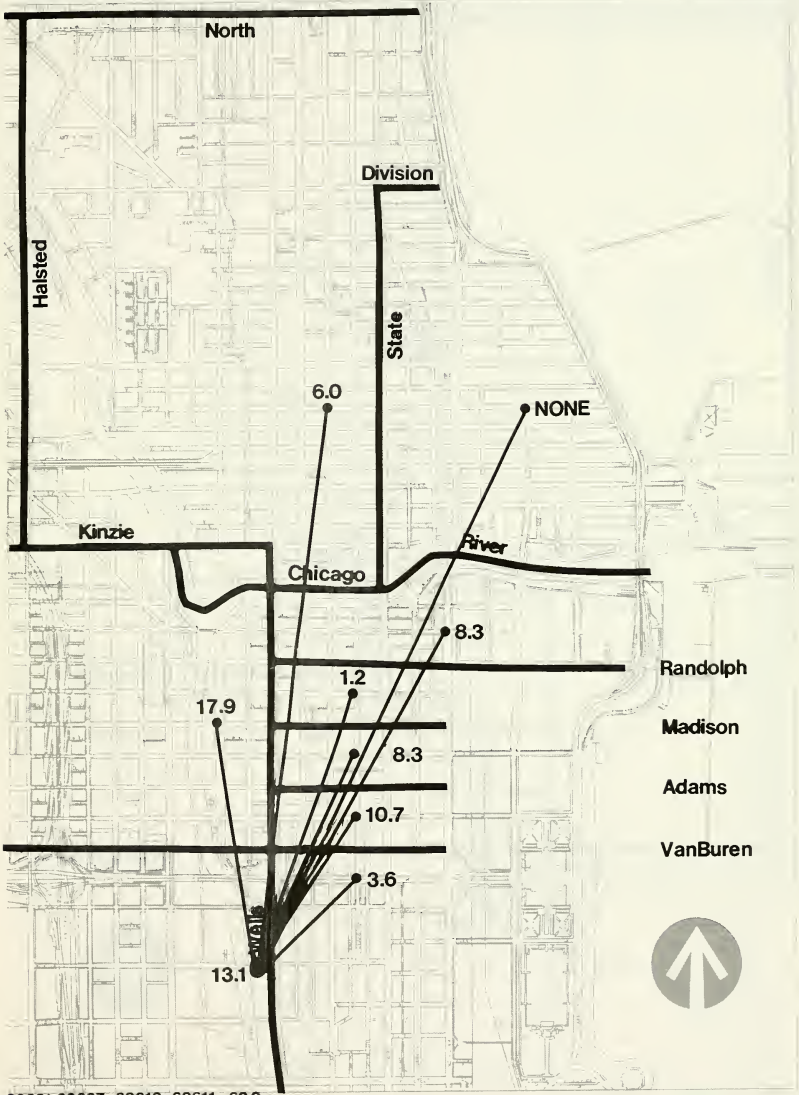
60601-60607, 60610, 60611—66.7
All Other Zips —31.4
No Answer — 1.9

Figure 12
Central area work locations: Burnham Plaza



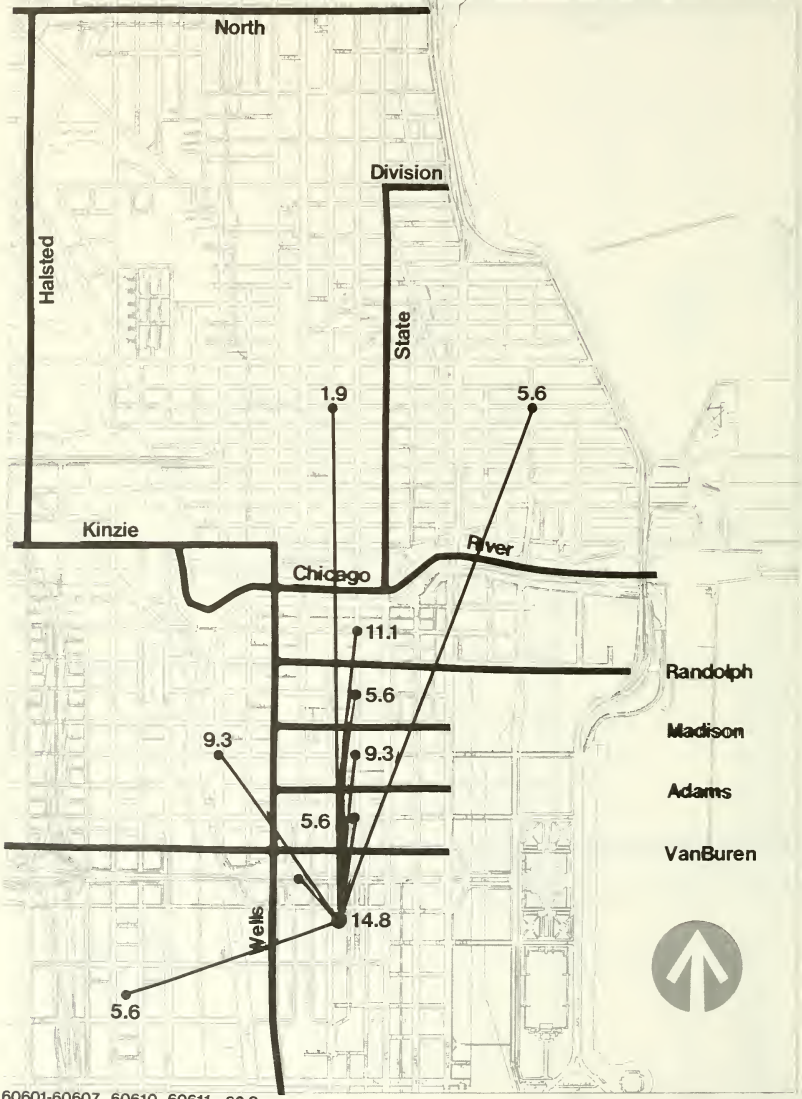
60601-60607, 60610, 60611 —62.4
All Other Zips —25.1
No Answer —12.5

Figure 13
Central area work locations: River City



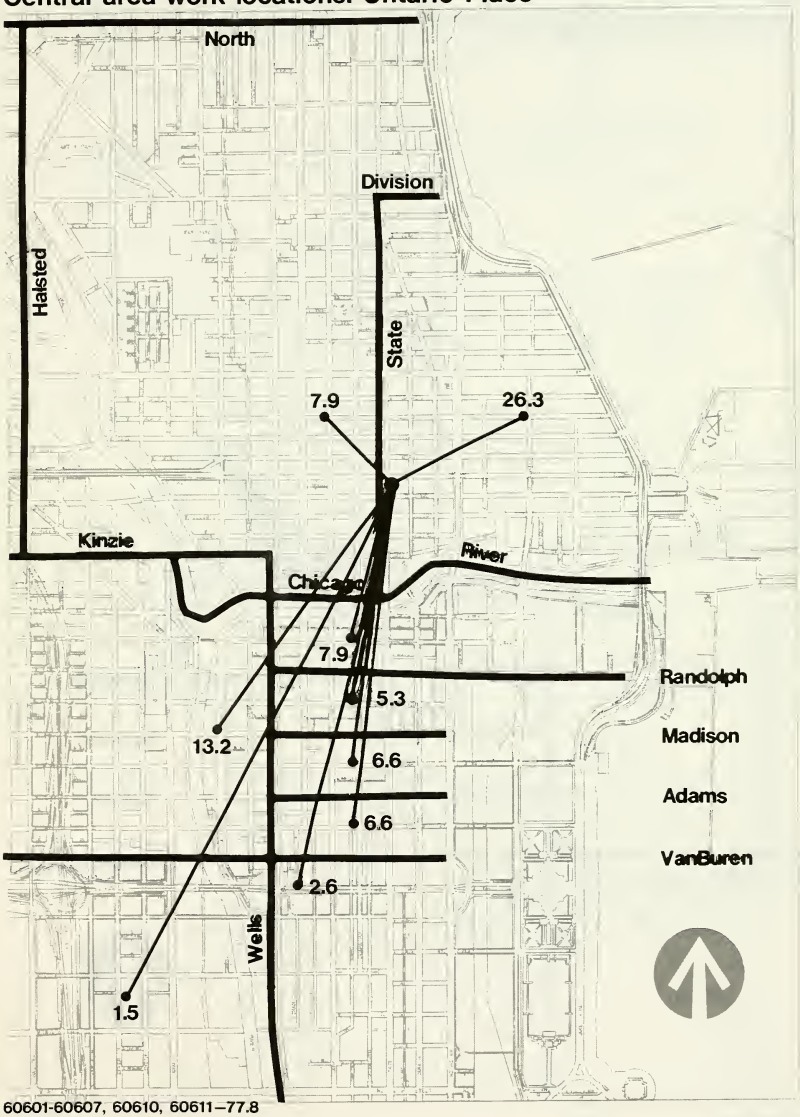
60601-60607, 60610, 60611—69.0
All Other Zips —23.9
No Answer —7.1

Figure 14
Central area work locations: Transportation Building



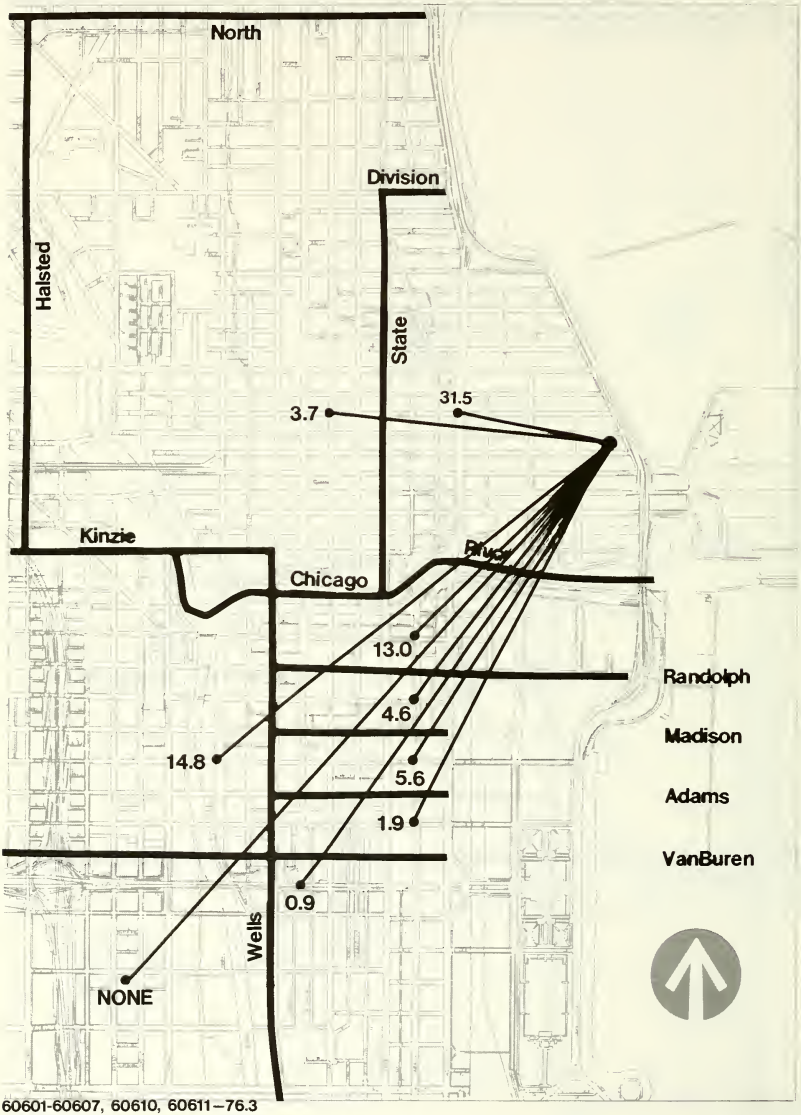
60601-60607, 60610, 60611—62.8
All Other Zips —24.2
No Answer —13.0

Figure 15
Central area work locations: Ontario Place



60601-60607, 60610, 60611—77.8
All Other Zips —18.3
No Answer —3.9

Figure 16
Central area work locations: Onterie Center



60601-60607, 60610, 60611—76.3
All Other Zips —18.5
No Answer — 4.6

Figures 4-16, prepared for each of the 13 buildings, show Central Area zipcode work locations for that building, related trip lengths and suggest, to some degree, ease of access to those locations via CTA and other modes. In general, these maps support the short-trip tendencies mentioned above.

It should be noted that the 60654 zip code was initially aggregated in the category "60618 or higher". In later analysis, this downtown zip, which includes the Merchandise Mart and the Apparel Center, may be separated out and analyzed.

Work Trip Mode by Market Area

Table 3 shows work trip mode for each of the 13 buildings and for total respondents. The separate buildings are also grouped by the 5 market sub-areas as follows:

1) East Side; Outer Drive East, Harbor Point, Buckingham Plaza, North Harbor Tower

2) LaSalle/Division; Atrium Village, Cobbler Square

3) South Loop; Dearborn Park, Burnham Plaza, River City, Transportation Building

4) Streeterville; Ontario Plaza, Onterie Center

5) Presidential Towers; represents West Loop by itself

In Table 4, buildings within market sub-areas were aggregated to sharpen the differences among the sub-areas.

1) For the LaSalle/Division area, farthest from the Loop, CTA use was highest (43.9 percent vs. 23.0 percent average for all buildings) and percent walking was lowest (15.8 percent vs. 38.7 percent average).

2) Percentage of Streeterville residents using taxis (15.8 percent vs. 8.5 percent average) is surprising. Similar taxi usage (12.2 percent) on the East Side is less surprising, because of the geographic remoteness of these buildings.

3) The high percentage of walkers among South Loop residents (44.7 percent vs. 38.7 percent average for all buildings) is noteworthy but explained by the very small percentages who work north of the river (see Figures 11-14).

TABLE 3

WORK TRIP MODE BY BUILDING

			EAST SIDE					LASALLE/DIVISION		SOUTH LOOP				STREETERVILLE	
		TOTAL	PRES. TOWERS	O.D.E.	N. HARBOR TOWER	BUCK. PLAZA	HARBOR POINT	ATRIUM VILLAGE	COBBLER SQUARE	DEARBORM PARK	BURNHAM PLAZA	RIVER CITY	TRANSP. BUILDING	ONTARIO PLACE	ONTERIE CENTER
WORK OUTSIDE	FREQ.	1496	315	126	97	71	113	70	124	210	48	84	54	76	108
	PERCENT	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
DR. CAR	FREQ.	344	48	37	27	12	30	20	34	55	9	16	15	16	25
	PERCENT	23.0	15.2	29.4	27.8	16.9	26.5	28.6	27.4	26.2	18.8	19.0	27.8	21.1	23.1
CTA	FREQ.	347	29	29	27	18	34	30	56	46	15	11	12	20	20
	PERCENT	23.2	9.2	23.0	27.8	25.4	30.1	42.9	45.2	21.9	31.3	13.1	22.2	26.3	18.5
METRA	FREQ.	15	8	0	0	0	0	2	1	2	1	1	0	0	0
	PERCENT	1.0	2.5	0.0	0.0	0.0	0.0	2.9	0.8	1.0	2.1	1.2	0.0	0.0	0.0
WALK	FREQ.	580	194	26	29	24	29	14	17	98	19	34	26	24	46
	PERCENT	38.8	61.6	20.6	29.9	33.8	25.7	20.0	13.7	46.7	39.6	40.5	48.1	31.6	42.6
TAXI	FREQ.	128	28	10	9	16	15	1	11	4	3	1	1	13	16
	PERCENT	8.6	8.9	7.9	9.3	22.5	13.3	1.4	8.9	1.9	6.3	1.2	1.9	17.1	14.8
SHUTTLE	FREQ.	44	1	19	0	0	0	0	0	1	0	21	0	1	1
	PERCENT	2.9	0.3	15.1	0.0	0.0	0.0	0.0	0.0	0.5	0.0	25.0	0.0	1.3	0.9
OTHER	FREQ.	20	3	3	2	0	2	1	3	4	1	0	0	1	0
	PERCENT	1.3	1.0	2.4	2.1	0.0	1.8	1.4	2.4	1.9	2.1	0.0	0.0	1.3	0.0
NO ANS.	FREQ.	18	4	2	3	1	3	2	2	0	0	0	0	1	0
	PERCENT	1.2	1.3	1.6	3.1	1.4	2.7	2.9	1.6	0.0	0.0	0.0	0.0	1.3	0.0

TABLE 4

WORK TRIP MODE BY MARKET AREA

		TOTAL	PRES. TOWERS	EAST SIDE	LASALLE/ DIVISION	SOUTH LOOP	STREETER-VILLE
WORK OUTSIDE	FREQ.	1499	315	409	195	396	184
	PERCENT	100.0	100.0	100.0	100.0	100.0	100.0
DRIVE CAR	FREQ.	344	48	106	54	95	41
	PERCENT	22.9	15.2	25.9	27.7	24.0	22.3
CTA	FREQ.	347	29	108	86	84	40
	PERCENT	23.1	9.2	26.4	44.1	21.2	21.7
METRA	FREQ.	15	8	0	3	4	0
	PERCENT	1.0	2.5	0.0	1.5	1.0	0.0
WALK	FREQ.	580	194	108	31	177	70
	PERCENT	38.7	61.6	26.4	15.9	44.7	38.0
TAXI	FREQ.	128	28	50	12	9	29
	PERCENT	8.5	8.9	12.2	6.2	2.3	15.8
SHUTTLE	FREQ.	44	1	19	0	22	2
	PERCENT	2.9	0.3	4.6	0.0	5.6	1.1
OTHER	FREQ.	20	3	7	4	5	1
	PERCENT	1.3	1.0	1.7	2.1	1.3	0.5
NO ANS.	FREQ.	21	4	11	5	0	1
	PERCENT	1.4	1.3	2.7	2.6	0.0	0.5

Non-Work Travel

Central Area residents undertake substantial levels of travel to destinations within the downtown area each week, for a variety of purposes. Table 5 summarizes the frequency of these trips, for shopping/entertainment, personal visits or appointments, and other (non-work, non-school) purposes. The most frequent non-work trip to the Central Area is for shopping and entertainment purposes, with 83.4% survey respondents indicating at least one such trip per week. More than half indicated making such trips one to three times per week, while nearly 30% indicated at least 4 such trips per week.

Personal business and other non-work trip purposes show lower frequency of travel to the Central Area, as indicated in Table 5. The most common weekly frequency is one to three times per week, with 35% of respondents indicating that frequency for personal business travel, and 27% indicating that frequency for other non-work/ non-school purposes. Less than once a week, or relatively infrequent travel, is at an even higher rate (nearly 45%) for each of these trip purposes.

Travel Mode by Trip Purpose

In general, as indicated in Table 6, the proportion of total trips made via CTA for work purposes (23.0 percent) is comparable with the figures for shopping/entertainment (21.0 percent) and personal visits (22.3 percent). Use of taxis for these latter purposes (22.0 percent and 18.2 percent) appears significantly higher than taxi use for work trips (8.5 percent). The proportion driving for work trips (23.1 percent) is only slightly (perhaps not significantly) higher than those driving for shopping/entertainment (18.9 percent) and personal visits (18.7 percent). 28.4 percent of school trips were made by transit, as well as a lower proportion (17.2 percent) of other non-work trips.

HOW CAN CTA IMPROVE SERVICE?

Nearly half (43%) of survey respondents indicated that they were very familiar with CTA bus or train service (or both), while another 35% indicated they were somewhat familiar. This suggests substantial exposure of Central Area residents to the availability and routing of CTA transit services.

42% of survey respondents also indicated that they used CTA bus or rail services at least occasionally, with about a third of this group riding infrequently (less than once per week) and another third riding one to four times per week. The remaining third fell into three more or less

TABLE 5

NON-WORK TRIP FREQUENCIES: CENTRAL AREA TRAVEL

WEEKLY FREQUENCY	TRIP PURPOSE					
	Shopping & Entertainment		Personal Visits or Appointments		Other Non-Work Non-School	
	No.	Percent of Trips Made	No.	Percent of Trips Made	No.	Percent of Trips Made
More than 6 trips	163	9.3%	128	7.5%	117	7.5%
4-6 Trips	335	19.2	143	8.4	113	7.2
1-3 Trips	960	54.9	592	34.7	427	27.3
Less than 1 trip	271	15.5	743	43.5	698	44.6
Never	19	-	101	-	211	-
Don't know/no answer	49	-	90	-	231	-
TOTAL	1797	100.0%	1797	100.0%	1797	100.0%

TABLE 6

TRAVEL MODE BY TRIP PURPOSE:
TOTAL RESPONDENTS

		WORK	SHOPPING/ ENTERTNMT	PERSONAL VISITS	SCHOOL	OTHER
TOTAL	FREQ.	1488	1797	1797	229	1797
	PERCENT	100.0	100.0	100.0	100.0	100.0
DRIVE CAR	FREQ.	348	340	336	45	336
	PERCENT	23.4	18.9	18.7	19.7	18.7
CTA	FREQ.	347	377	401	65	309
	PERCENT	23.3	21.0	22.3	28.4	17.2
METRA	FREQ.	15	2	13	3	22
	PERCENT	1.0	0.1	0.7	1.3	1.2
WALK	FREQ.	583	507	466	87	371
	PERCENT	39.2	28.2	25.9	38.0	20.6
TAXI	FREQ.	128	395	324	17	289
	PERCENT	8.6	22.0	18.0	7.4	16.1
SHUTTLE	FREQ.	24	55	43	4	27
	PERCENT	1.6	3.1	2.4	1.7	1.5
OTHER	FREQ.	25	66	52	3	64
	PERCENT	1.7	3.7	2.9	1.3	3.6
NO ANS.	FREQ.	18	49	97	5	255
	PERCENT	1.2	2.7	5.4	2.2	14.2
NEVER DO IN CBD	FREQ.	0	6	65	0	124
	PERCENT	0.0	0.3	3.6	0.0	6.9

equal sub-groups: those riding more than ten times per week, suggesting work travel as well as other trip purposes; those riding ten times per week (probably trips to and from work); and those riding five to nine times per week (some taking transit to work only some of the time).

The concluding question on the survey asked for any comments on how CTA can improve its services, and 52.2% of the respondents chose to write down one or more suggestions. Grouping and categorization of these responses indicated that the following areas were mentioned most frequently:

-- better security (28.4% of respondents making suggestions)

-- better, more courteous personnel (16.6%)

-- add more buses/trains at peak hours (15.1%)

-- extend service to other areas (11.4%)

-- cleaner buses (11.0%)

-- maintain schedules, be on time (10.9)

-- cleaner trains (8.3%)

-- cleaner, better maintained stations (4.9%)

In addition, 17.3% of those suggesting improvements addressed a variety of other scheduling or timing issues, and another 10.0% mentioned non-specific maintenance improvements.

REPRESENTATIVE RESIDENTIAL DEVELOPMENTS

Presidential Towers

This four-tower complex on the near westside is treated as a market area unto itself due to its sheer size (2,346 units) and the relative scarcity of other comparable residential development in the area. It also distinguishes itself in terms of several travel behavior measures.

1) 61.6 percent of respondents said they walked to work, compared to an average of only 32.6 percent for the other twelve buildings

2) Only 9.2 percent said they take CTA to work, compared to a 26.5 percent average for the other twelve buildings

3) 38.4 percent, highest of all buildings, said they worked in their home zip code. Second was 31.5 for Onterie Center. Third was 26.3 for Ontario Place.

Each of these latter two developments and Presidential Towers are relatively new, even by Central Area standards, completed in 1985, 1984 and 1986, respectively. (Outer Drive East, by comparison, is about 20 years old). In future analysis, perhaps building age can be considered relative to such variables as respondent age, length of residence in Central Area and income. These may indicate a changing relationship with mode choice (fewer walk trips, greater transit potentials) as the average age of building residents increases. The latter, however, is also a function of resident turnover.

With regard to travel mode by trip purpose for Presidential Towers (see Table 7), the result of greatest interest is that the proportion of trips made by taxi (for work, only 8.9 percent) rises dramatically for shopping/entertainment (35.2 percent) and for personal visits (26.3 percent). Also, the proportion of residents walking drops from 61.6 percent for work trips to 24.4 percent for shopping/entertainment and 27.7 for personal visits.

This suggests there may be a market for some sort of off-peak and/or weekend shuttle service to shopping and entertainment destinations, if it could compete with taxis in terms of price and convenience. It would be interesting to get further data as to whether residents are basically satisfied with this situation or might be willing to try something new.

Atrium Village

This development is of particular interest because of its ethnic and economic diversity compared to other Central Area residential complexes. It was developed by a consortium of five Near North Side churches, three of these with predominantly black congregations, to serve as a "bridge" between the affluent areas to the east and the Cabrini-Green public housing projects to the west. The complex includes a 207-unit mid-rise building (studios, 1 and 2 bedrooms; adults only) and 100 low-rise 2 and 3 bedroom units intended mainly for families.

Leasing guidelines maintain a mix of about 50 percent of the tenants paying market rate rents; 30 percent paying discounted "basic" rents, and 20 percent receiving deep rent subsidies. About half the tenants are black. All apartments have such amenities as dishwashers and full carpeting.

TABLE 7

MODE BY TRIP PURPOSE:
PRESIDENTIAL TOWERS

		WORK; ALL BUILDINGS	WORK	SHOPPING/ ENTERTNMT	PERSONAL VISITS	SCHOOL	OTHER
TOTAL	FREQ.	1488	315	361	361	62	361
	PERCENT	100.0	100.0	100.0	100.0	100.0	100.0
DRIVE CAR	FREQ.	348	48	70	71	5	72
	PERCENT	23.4	15.2	19.4	19.7	8.1	19.9
CTA	FREQ.	347	29	53	52	12	49
	PERCENT	23.3	9.2	14.7	14.4	19.4	13.6
METRA	FREQ.	15	8	0	4	0	4
	PERCENT	1.0	2.5	0.0	1.1	0.0	1.1
WALK	FREQ.	583	194	88	100	30	73
	PERCENT	39.2	61.6	24.4	27.7	48.4	20.2
TAXI	FREQ.	128	28	127	95	9	81
	PERCENT	8.6	8.9	35.2	26.3	14.5	22.4
SHUTTLE	FREQ.	24	1	0	0	2	0
	PERCENT	1.6	0.3	0.0	0.0	3.2	0.0
OTHER	FREQ.	25	3	12	9	2	11
	PERCENT	1.7	1.0	3.3	2.5	3.2	3.0
NO ANS.	FREQ.	18	4	9	12	2	35
	PERCENT	1.2	1.3	2.5	3.3	3.2	9.7
NEVER DO IN CBD	FREQ.	0	0	2	18	0	36
	PERCENT	0.0	0.0	0.6	5.0	0.0	10.0

Two analytical approaches were used. First, the travel patterns of Atrium Village were compared all thirteen survey buildings as a group (see Table 8). Also, for greater specificity, Atrium Village data was compared to data from Cobbler Square, a nearby market-rate building.

As noted earlier in Table 3, in these two LaSalle/Division buildings, located farthest from the Loop of those surveyed, CTA use was highest of all buildings and percent walking was lowest. When the two buildings are compared to each other, these patterns continue to hold. There does appear to be a marginal difference in the balance between walking and taxi use. Of the Cobbler Square work trips, 8.9 percent were made by taxi vs. only 1.4 percent for Atrium Village. Atrium Village tenants made 20 percent of their work trips by walking vs. 13.7 percent for Cobbler Square. Percentage of use for all other modes was virtually identical.

Dearborn Park

This development was given special scrutiny because its configuration would seem to suggest a greater mix of household sizes and compositions than typical of the Central Area. The complex consists of townhouses, mid-rise and high-rise apartments, including a building specifically for the elderly, aligned along suburban-type cul-de-sacs on a 51-acre site. On its southern edge is one of downtown's only public elementary schools.

The only travel behavior distinctions for Dearborn Park were a somewhat higher percentage of work trips by walking (46.7 percent vs. 38.7 percent for all buildings) and a lower share of work trips via taxi (1.9 percent for Dearborn Park vs. 8.5 percent for all buildings). Table 9 compares work trip mode for all 4 complexes contained in the South Loop sub-area.

This exercise did prompt a closer look at Dearborn Park's relationship with its market-area peers. It was noted that it and the Transportation Building had relatively higher percentages of walkers than Burnham Plaza and River City, and lower transit use (in River City's case, including private shuttle mini buses). Since all four buildings are about the same distance from the Loop, this suggests that physical and/or psychological barriers, not just distance, may be significant factors.

In the case of Burnham Plaza, someone walking to the Loop may be likely to cross under the el structure and, if proceeding north on State St., pass in front of the Pacific Mission. Walking from River City could involve travelling a long, undeveloped stretch of Wells St. or under the Rock Island viaduct. These pedestrian routes are somewhat intimidating. The other two South Loop buildings are located along less intimidating Dearborn St. One could reasonably speculate these factors could especially impact walking in evening and weekend periods.

TABLE 8

WORK TRIP MODE FOR
LASALLE/DIVISION SUB-AREA

		TOTAL ALL BLDGS	ATRIUM VILLAGE	COBBLER SQUARE
WORK OUTSIDE	FREQ.	1499	71	124
	PERCENT	100.0	73.2	174.6
DRIVE CAR	FREQ.	344	20	34
	PERCENT	22.9	20.6	47.9
CTA	FREQ.	347	30	56
	PERCENT	23.1	30.9	78.9
METRA	FREQ.	15	2	1
	PERCENT	1.0	2.1	1.4
WALK	FREQ.	580	14	17
	PERCENT	38.7	14.4	23.9
TAXI	FREQ.	128	1	11
	PERCENT	8.5	1.0	15.5
SHUTTLE	FREQ.	44	0	0
	PERCENT	2.9	0.0	0.0
OTHER	FREQ.	20	1	3
	PERCENT	1.3	1.0	4.2
NO ANS.	FREQ.	21	3	2
	PERCENT	1.4	3.1	2.8

TABLE 9

WORK TRIP MODE FOR
SOUTH LOOP SUB-AREA

		TOTAL ALL BLDGS	DRBRN PARK	BURNHAM PLAZA	RIVER CITY	TRANSP. BLDG
WORK OUTSIDE	FREQ.	1499	210	48	84	54
	PERCENT	100.0	100.0	100.0	100.0	100.0
DRIVE CAR	FREQ.	344	55	9	16	15
	PERCENT	22.9	26.2	18.8	19.0	27.8
CTA	FREQ.	347	46	15	11	12
	PERCENT	23.1	21.9	31.3	13.1	22.2
METRA	FREQ.	15	2	1	1	0
	PERCENT	1.0	1.0	2.1	1.2	0.0
WALK	FREQ.	580	98	19	34	26
	PERCENT	38.7	46.7	39.6	40.5	48.1
TAXI	FREQ.	128	4	3	1	1
	PERCENT	8.5	1.9	6.25	1.19	1.85
SHUTTLE	FREQ.	44	1	0	21	0
	PERCENT	2.9	0.5	0.00	25.00	0.00
OTHER	FREQ.	20	4	1	0	0
	PERCENT	1.3	1.9	2.1	0.0	0.0
NO ANS.	FREQ.	21	0	0	0	0
	PERCENT	1.4	0.0	0.0	0.0	0.0

Shuttle vs. Non-Shuttle Buildings

Two of the buildings surveyed offered private shuttle service for their residents, Outer Drive East and River City. Although, as shown in Table 10, the mode split for these shuttles was significant (15.1 and 25.0 percent respectively), the impacts on other modes relative to market-area peers was mixed. Walking drops from 40.3% to 28.6% for shuttle-served buildings, and usage of CTA and taxi is also less than the building average for the overall survey. However, usage of the private auto is higher than the survey average for the shuttle-served buildings, and does not appear to have been impacted by shuttle availability. This issue should be studied further.

CONCLUSIONS

The Central Area of Chicago is one of the most rapidly changing portions of the region. The rapid growth in residential development experienced in the past ten years is expected to continue until the end of the decade, and perhaps beyond. Transit market potentials in this expanding area are of critical importance.

A major ongoing interagency planning/design project is currently examining the feasibility and cost associated with a downtown circulator system, in recognition of both rapid employment growth and associated increasing automobile traffic congestion.* Such a circulator system would both facilitate the distribution of downtown work trips from commuter rail stations, rapid transit terminals, and major parking facilities, as well as non-work circulation during the mid-day. It would also enhance the travel options available to Central Area residents, for both work and non-work travel.

However, given the scattered distribution of the residential developments surveyed in this study, and the location of other existing and potential residential development along the edges of the Central Area, the proposed circulator system will serve only a portion of the potential residential travel demand. In fact, the existing CTA bus and rail system, supplemented by both public and private shuttle bus services, will provide the bulk of the transit service that offers viable non-automobile, non-taxi travel alternatives.

Under these conditions of rapidly growing travel demand within the Central Area, including travel demands generated by residential developments, the following conclusions emerge from the survey.

---

* Metropolitan Planning Council, A Light-Rail Transit System for Chicago's Central Area, December, 1989.

TABLE 10

WORK TRIP MODE:
SHUTTLE VS
NON-SHUTTLE BUILDINGS

		TOTAL	SHUTTLE BUILDINGS	NON-SHTLE BUILDINGS
WORK OUTSIDE	FREQ.	1499	210	1289
	PERCENT	100.0	100.0	100.0
DRIVE CAR	FREQ.	344	53	291
	PERCENT	22.9	25.2	22.6
CTA	FREQ.	347	40	307
	PERCENT	23.1	19.0	23.8
METRA	FREQ.	15	1	14
	PERCENT	1.0	0.5	1.1
WALK	FREQ.	580	60	520
	PERCENT	38.7	28.6	40.3
TAXI	FREQ.	128	11	117
	PERCENT	8.5	5.2	9.1
SHUTTLE	FREQ.	44	40	4
	PERCENT	2.9	19.0	0.3
OTHER	FREQ.	20	3	17
	PERCENT	1.3	1.4	1.3
NO ANS.	FREQ.	21	2	19
	PERCENT	1.4	1.0	1.5

1. The relatively high response rate to the survey suggest high interest in the topic of transit. That, combined with the geographic concentration of the downtown residential population, suggest that marketing efforts targeted at downtown residents could increase CTA's market share. Both work and non-work travel markets should be pursued.

2. There is some indication that physical and/or physiological barriers, not just distance, may effect willingness to make a trip by walking. Presumably so would weather. This suggests substantial variability in day-to-day travel behavior, reflected in the high levels of occasional use of transit for work and non-work trips.

   Presently the taxi is probably the most convenient "impulse" alternative to walking, but CTA might increase its attractiveness by, for example, placing token machines in building lobbies and having convenient maps and schedules posted.

3. The off-peak travel market is of particular interest, because it is at these times that available capacity exists on bus and rail modes. Increased ridership can be accommodated with no increase in operating costs. Off-peak travel by Central Area residents is extensive and significant potentials exist to increase transit's share.

   Before this is possible, however, attention must be given to addressing some of the key suggestions offered for improving CTA service, particularly making CTA's recent improvements and programs regarding security more widely known, and continuing these efforts at security enhancement. CTA has already implemented programs to improve operator/conductor/ticket agent communication skills (Red Carpet service), and these efforts should also be continued. As newly ordered bus and rail vehicles are put in service in the forthcoming years, they should also be promoted, together with associated improvements in service quality, including on-time performance.

4. Even if a circulator system is built, considerable potential will continue to exist for publicly or privately provided bus shuttles between major destination points. Attachment B covers a proposal for this kind of shuttle service, in this instance a possibly bus shuttle route to operate between Presidential Towers on the Near West and four apartment towers on the east end of Randolph Street. The market for such shuttles, and associated fares and operating arrangements, should be examined further.

5. CTA ridership for the LaSalle/Division sub-area is relatively higher, at least for work trips. The overall market in this area can be expected to grow as the now vacant, former urban renewal land south of Atrium Village fills in with residential development (construction now underway). Service requests and requirements from this area merit detailed evaluation, particularly because it is an example of residential development at the fringes of the Central Area, occurring to the west and south as well.

6. Further analysis should be given to the considerable transit market expansion potential associated with projected residential growth in the Central Area. The Northeastern Illinois Planning Commission has forecasted that total Central Area population will increase within a range of 75 and 84 percent in the 15 years ending in year 2010.

   Much of this growth will occur where longer average work as well as non-work trips are necessary, implying less potential walking, and more potential travel by taxi/transit modes. For traffic congestion, air quality, and environmental reasons, increases in automobile travel should be avoided wherever possible, offering a major challenge to the transit providers in the region to provide viable alternatives.

7. For Presidential Towers, taxi use is much higher for non-work than for work trips. This may represent a market for transit travel for entertainment or shopping destinations, which might apply for other residential developments as well. Again the perceived security issue must be better addressed to increase transit attractiveness.

8. Participation of residential building managers was greatly appreciated, and in some instances considerable interest was expressed in stimulating transit improvements that could better serve building residents. Because building management has an interest in the overall satisfaction and amenity levels for residents, opportunities also exist to work further with building managers to improve the availability of information on transit services, and to enlist their support in the promotion of transit as a low-cost, convenient, and non-polluting (in relative terms) alternative to automobile travel.

Chicago Transit Authority
Merchandise Mart Plaza, P.O. Box 3555
Chicago, Illinois 60654
(312) 664-7200

Robert E. Paaswell
Executive Director

December, 1988

Dear Central Area Resident:

Simmons Market Research Bureau has been asked to carry out a survey about the transportation needs and preferences of people living in the central area of Chicago. For your reference, the Central Area boundaries are Roosevelt on the south, North Avenue on the north, Halsted on the west and Lake Michigan on the east.

Since your home is part of a small carefully selected sample, it is very important to the success of this study that a member of your household fill out the enclosed questionnaire and return it as soon as possible.

You will find that it can be completed very quickly by circling most answers and writing-in a few answers.

If more than one person lives in your household, please have the person age 12 or over whose birthday will come next fill out the questionnaire.

For example, if there are three people age 12 or over in your household with the following birthdays:

	Birthday
Husband.....	December 19
Wife.....	January 9
Teenager.....	April 1

Then, the person with the next upcoming birthday (the husband) would fill in the questionnaire.

To ensure that the replies truly reflect the opinions of all, we ask that we hear from your household, regardless of how interested you may be in any of the issues discussed.

Thank you for your help with our survey. For your convenience, we have enclosed a postage-paid envelope for the return questionnaire.

Sincerely,

Robert E. Paaswell
Executive Director

P.S. Simmons Market Research Bureau is enclosing one dollar as a token of our appreciation. Once again, thank you. Your help is very important to us.

Simmons Market Research Bureau
Eastpointe Corporex Park
3802 Corporex Drive
Tampa, Florida 33619

Respondent ID # C2470 (1-5)

December, 1988
#C-0464

6-1

CENTRAL AREA RESIDENTIAL SURVEY

[Boundaries are: Roosevelt (south) North Avenue (north) Halsted (west) and Lake Michigan (east)]

(To Be Filled Out By The Household Member Whose Birthday Is Next)

1a. Do you regularly go to work outside your home -- that is, either part time or full time?

Circle One Answer (7)

Yes.....1----> **(PLEASE ANSWER Q.1b-1e)**
No.....2----> **(PLEASE SKIP TO Q.2a)**

1b. In an average week, about how many days do you go to work outside your home?

Number of work days per week:_____(8)
(PLEASE WRITE-IN NUMBER)

1c. How do you usually travel to work from home?

Circle One Answer (9)

Drive in your car.....1
Travel as a passenger in someone else's car.....2
Travel by CTA -- that is, bus, rail, or both.....3
Travel by commuter rail.....4
Walk all the way.....5
Bicycle or motorcycle.....6
Take a taxi.....7
Take a private shuttle or van service.....8
Some other way (PLEASE DESCRIBE):

_____9

10-

1d. Where is the main area where you work?

Circle One Answer (11)

Central area of Chicago.....1
In Chicago, but not in the central area.....2
Suburbs.....3
Someplace else.....4

1e. What is the zip code where you work?

Your work zip code:_____(12-16)
(PLEASE WRITE-IN)

2a. Are you currently enrolled in any school or college?

Circle One Answer (17)

Yes.....1---> **(PLEASE ANSWER Q.2b-2e)**
No.....2---> **(PLEASE SKIP TO Q.3a)**

2b. In an average school week, about how many days do you go to school or college?

Number of school or college days per week:_____(18)
(PLEASE WRITE-IN NUMBER)

2c. How do you usually travel to school or college?

Circle One Answer (19)

Drive in your car.....1
Travel as a passenger in someone else's car.....2
Travel by CTA -- that is, bus, rail, or both.....3
Travel by commuter rail.....4
Walk all the way.....5
Bicycle or motorcycle.....6
Take a taxi.....7
Take a private shuttle or van service.....8
Some other way (PLEASE DESCRIBE):

___ _____9

20-

2d. Where is the main area where you attend school or college?

	Circle One Answer (21)
Central area of Chicago	1
In Chicago, but not in the central area	2
Suburbs	3
Someplace else	4

2e. What is the zip code of your school or college?

Zip code of your school or college: _____ (22-26)
(PLEASE WRITE-IN)

(EVERYONE PLEASE ANSWER THE FOLLOWING QUESTIONS.)

3a. For each of the purposes shown below, please circle about how often you take trips for that purpose in the central area of Chicago?

	Purposes of Trips in the Central Area		
	Shopping and Entertainment (One Answer)	Personal Visits or Appointments For Example, Doctor Hairdresser, Barber Friends, Family (One Answer)	Other Reasons Not including Work or School (One Answer)
How Often	(27)	(28)	(29)
More than 6 times a week	1	1	1
4-6 times a week	2	2	2
1-3 times a week	3	3	3
Less than once a week	4	4	4
Never	5	5	5

3b. For each purpose shown below, please circle the way you usually travel there when it is in the central area of Chicago.

	Purposes of Trips in the Central Area		
	Shopping and Entertainment (One Answer)	Personal Visits or Appointments For Example, Doctor, Hairdresser, Barber, Friends, Family (One Answer)	Other Reasons Not including Work or School (One Answer)
How You Usually Go	(30)	(32)	(34)
Drive in your car	1	1	1
Travel as a passenger in someone else's car	2	2	2
Travel by CTA -- that is bus or rail or both	3	3	3
Travel by commuter rail	4	4	4
Walk all the way	5	5	5
Bicycle or motorcycle	6	6	6
Take a taxi	7	7	7
Take a private shuttle or van service	8	8	8
Some other way (PLEASE DESCRIBE)	9 ___	9 ___	9 ___
Never do this in the central area	0	0	0
	(31)	(33)	(35)

4. How long have you lived within the central area of Chicago?

	Circle One Answer (36)
Less than 1 year	1
1 year to less than 3 years	2
3 years to less than 5 years	3
5 years to less than 10 years	4
10 years or more	5

5. Altogether, in a typical week, about how many times do you board a CTA bus or train in the central area of Chicago?

	Circle One Answer (37)
More than 10 times a week	1
10 times a week	2
6-9 times a week	3
1-5 times a week	4
Less than once a week	5
Never	6

6. How would you rate the CTA hours of operation for satisfying your own needs for travel within the central area of Chicago?

	Circle One Answer (38)
Excellent	4
Good	3
Fair	2
Poor	1

7. How familiar do you feel you are with the CTA bus and train service within the central area of Chicago?

	Circle One Answer (39)
Very familiar with both CTA buses and trains	5
Very familiar with the CTA buses only	4
Very familiar with the CTA trains only	3
Somewhat familiar with CTA service	2
Hardly or not at all familiar with the CTA Service	1

8. To the best of your knowledge, what is the price for a trip (without a transfer) on a CTA bus or train in the central area of Chicago?

Bus
Fare: $___.__ (40) (41) (42)
(PLEASE WRITE-IN)

Train
Fare: $___.__ (43) (44) (45)
(PLEASE WRITE-IN)

Central Area Resident
Main Questionnaire

Job #C-0464
Page 6

Thank you for your help. We would like to know a few things about you to help us be sure that our survey represents all groups of people.

9a. What is the zip code of your residence?_____(46-50)
(PLEASE WRITE-IN)

(51)

9b. Are you... Male.....1 **Female.....2**

(52)

9c. Are you... Hispanic.....1 Asian.....3
Black.....2 White.....4
Other.....5

(53)

9d. Is your age... 12-17.....1 35-49.....3
18-34.....2 50-64.....4
65 or over.....5

9e. In total, including yourself... **(WRITE IN NUMBERS)**

How many people live in your household..... _____(54)

How many are ages 35 or over..... _____(55)
How many are ages 18-34..... _____(56)
How many are ages 12-17..... _____(57)
How many are under 12 years of age..... _____(58)

9f. **Into which of these categories does your total household income for last year fall?**

(59)

$10,000 or under.....1 $40,001 - $50,000.....5
$10,001 - $20,000.....2 $50,001 - $70,000.....6
$20,001 - $30,000.....3 $70,001 or more.....7
$30,001 - $40,000.....4

Any comments on how CTA can improve its service:

60-
61-
62-
63-
64-

THANKS AGAIN FOR YOUR HELP.

65- 68-
66- 69-
67- 70-

71-80Z

Please be sure you have answered all questions, then use the postage-paid return envelope provided to send your completed questionnaire to:

SIMMONS MARKET RESEARCH BUREAU, INC.
EASTPOINTE CORPOREX PARK
3802 CORPOREX DRIVE
TAMPA, FLORIDA 33619

ATTACHMENT B

Date: February 29, 1988

To: Harold R. Hirsch, Manager, Operations Planning

From: Darwin G. Stuart, Manager, Strategic Planning DGS

Re: Central Area Shuttle Bus Options

The attached proposal is an example of the kinds of bus route reorganization that appear to merit further investigation, as a part of CTA's Central Area surface bus transit planning. Many such route changes would probably make sense, in response to the expanding boundaries and changing land-uses of the Central Area.

Operations Planning could begin to sketch out additional proposals of this type, exploratory in nature, as a part of work of the CTA Downtown Transit Study Group. Such low-cost options are also likely to be of interest to the MPC Central Area Distributor Study, about to begin.

Attachment

DGS/ls

Date: February 17, 1988

To: Darwin G. Stuart, Manager, Strategic Planning

From: Alan C. Douglas, Program Planning Analyst ACD

Re: Downtown Service Proposal

General Background

Recent review of extensive data from several sources has documented the following significant trends in Chicago's central area:

1) Chicago's central area has become a functionally mixed self-contained market for transit service, rather than just a "central business district".

2) Residential development has been particularly significant; half of all residential building permits issued in Chicago for the last 7 1/2 years were for the downtown area.

3) While these trends place new demands on CTA service, they also offer new opportunities, i.e., new markets, new infrastructure, etc.

4) CTA's downtown shuttle system, which now functions almost solely to distribute suburban commuters from their train stations to their offices, should be reconsidered.

Proposal

In response to these trends it is suggested, for discussion purposes, that a new, residentially-oriented shuttle bus route between Presidential Towers and the Harbor Point/Outer Drive East (HP/ODE) area be studied in detail, with a view toward possible implementation on a demonstration basis (see map).

There are several apparent, promising aspects to this proposal:

1) A simple, easily understood, easily marketed cross-loop routing;

2) A large concentrated residential market on each end (see below);

3) Several desirable interim destinations, including access to the IC, CNW and all CTA rapid transit routes;

4) A route short enough to be operated with good schedule adherence, taking terminal time at each end;

5) New concentrated markets, easily accessed by such direct marketing devices as printed timetables and route maps;

6) The possibility of operating economies elsewhere (discontinuing the HP/ODE leg of the 60 Blue Island bus, for example) or even getting building owners to subsidize our service.

Residential Units Served

Presidential Towers	2,346
Outer Drive East	940
Harbor Point	742
Buckingham Plaza	305
North Harbor Tower (175 N. Harbor Drive)	600
TOTAL	4,933

Possible Service Design (Preliminary)

It is suggested that the current HP/ODE service on route 60 Blue Island (north of Adams Street) be discontinued and replaced by new service between HP/ODE and Presidential Towers. For study purposes, assume the new service would operate on approximately the same frequency and hours of service as current HP/ODE service (see below).

Current Route 60 Harbor Point Service

	Hours of Service	Trips	Average Headway
Weekday	0600-2300	108	15 mins.
Saturday	0600-2300	86	20 mins.
Sunday	0830-1800	57	17 mins.

Proposed New Route

	Est. Round Trip Running Time	Round Trip Miles	Total Miles Daily
Weekday	31	3.1	335
Saturday	27	3.1	267
Sunday	25	3.1	178

Estimated Route 60 Savings

	Running Time Saved/Trip	Round Trip MIles Saved/Trip	Total Miles Saved Daily
Weekday	14-17 mins.	2.0	216
Saturday	10.5-15 mins.	2.0	172
Sunday	10-10.5 mins.	2.0	114

NOTE: Further savings may be possible from short-turning and/or widening headways on Route 20 Madison.

Next Steps (Illustrative): For this Kind of Proposal

1) Operations Planning to review and comment on the general concepts and specific proposal.

2) Arrange for a ridership check of Route 60 to determine the extent of thru-riding past Michigan/Adams. These people would be inconvenienced by this service change.

3) Operations Planning to make detailed cost estimates of this proposal, perhaps including trial schedules.

4) Begin discussions with Public Affairs and/or Marketing on promotional strategies and materials for this type of service.

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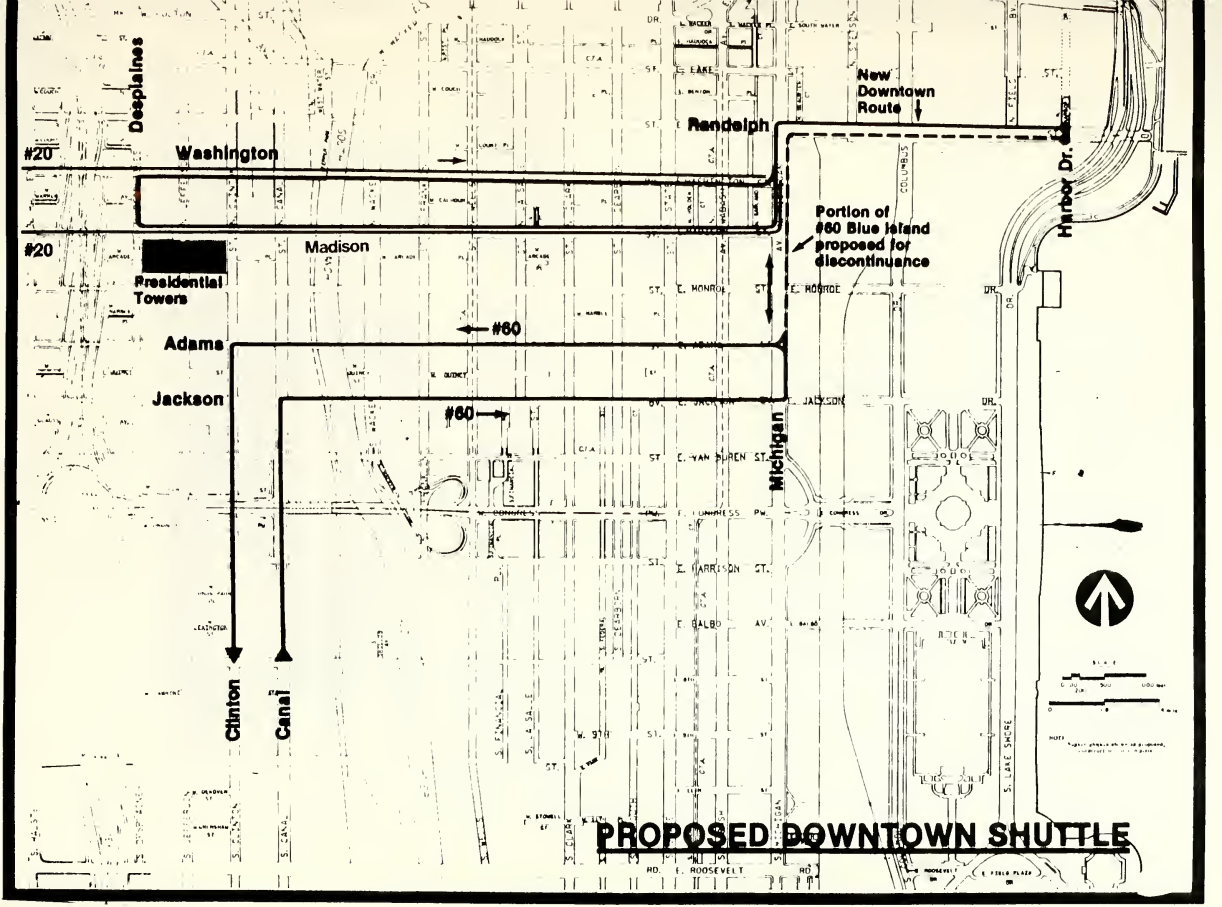
Desplaines
#20
Washington
#20
Madison
Presidential Towers
Adams
Jackson
#60
#60
Clinton
Canal
Michigan
Randolph
New Downtown Route
Harbor Dr.
Portion of #60 Blue Island proposed for discontinuance
E. MONROE ST.
E. ROOSEVELT RD.
PROPOSED DOWNTOWN SHUTTLE

TECHNICAL REPORTS

STRATEGIC PLANNING DEPARTMENT

No.	Title	Date
SP89-01	1988 Ridership Review	May, 1989
SP89-02	CTA Household Travel Market Survey: Summary Report	April, 1989
SP89-03	Survey of Sunday Travel Patterns	March, 1989
SP89-04	Week-End Recreational Travel: Summary of Three Surveys	March, 1989
SP89-05	Red Carpet Service Survey Report	April, 1989
SP89-06	CTA 1986-88 Service Delivery (Title VI)	May, 1989
SP89-07	Characteristics and Transportation Attitudes of Downtown Chicago Pedestrians	April, 1989
SP89-08	1988 Market Surveys and Analysis Project: Executive Summary	June, 1989
SP89-09	Results of CTA Household Travel Market Survey	August, 1989
SP89-10	1987-1988 Annual Report	December, 1989
SP90-01	Adopt-A-Station Program	March, 1990
SP90-02	1989 Ridership Review	May, 1990
SP90-03	Culture Bus Rider Survey	May, 1990
SP90-04	O'Hare Corridor Work Travel Survey	May, 1990
SP90-05	Central Area Resident Travel Survey	June, 1990
SP90-06	O'Hare Airport Ground Travel Survey	June, 1990